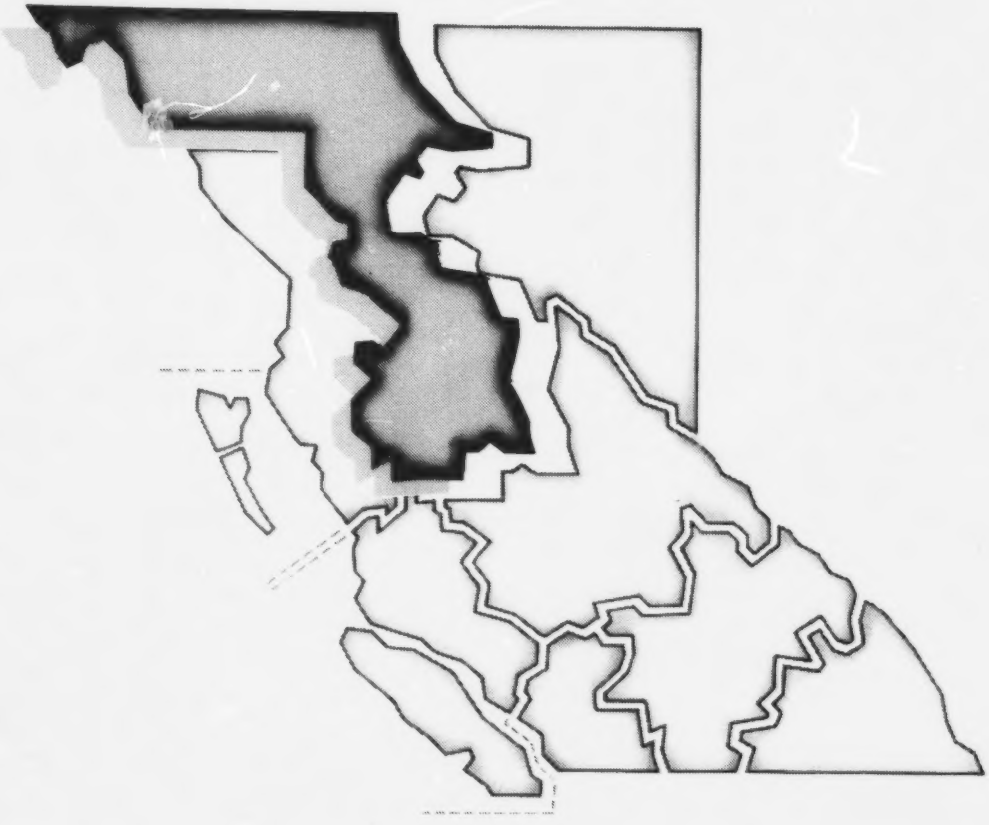
Nechako – Region 7

Transportation Committee Recommendations



FREEDOM TO MOVE

NECHAKO - REGION 7

TRANSPORTATION COMMITTEE RECOMMENDATIONS

Prepared by
Regional Transportation
Committee
Nechako
June, 1989

89-06171/

TABLE OF CONTENTS

Executive Summary

		Page Numbers
1.0	Introduction	1 - 2
	1.1.0 General Economic Overview	3 - 4
2.0	Objective of the Regional Transportation Plan	5
3.0	Planning Process	6 - 11
4.0	Transportation Issues	12 - 33
	4.1.0 Roads	12
	4.1.1 Highway 37	12
	4.1.2 Highway 16	14
	4.1.3 Highway Intersections	17
	4.2.0 Bridges	18
	4.3.0 Possible New Road Links	19
	4.4.0 Resource Roads	20
	4.5.0. Rural Roads	23
	4.6.0 Inland Ferries	24
	4.7.0 Airports	25
	4.7.1 Federal Involvement	25
	4.7.2 Community Airports	26
	4.7.3 Air Initiatives	29
	4.7.4 Float Plane Bases	30
	4.8.0 Rail	30 - 33
5.0	Initiatives	34
	5.1.0 Safety and Design	34
	5.2.0 Signage	35
	5.3.0 Tendering	36
	5.4.0 Hazardous Waste	36
6.0	Project List	37
7.0	Conclusion	38
8.0	Appendices	

EXECUTIVE SUMMARY

The Nechako Region, with its exceptionally beautiful and rugged landscape, is a region rich in natural resources. Mining, forestry and agriculture are the prime resource sectors.

In November 1988 the provincial government began a planning process called Freedom to Move. Envisioned was a consultation process which would see the development of regional transportation recommendations for all modes - highway, rail, air and marine - through a regional planning committee organized by the Minister of State. Following the announcement, the Honourable Jack Weisgerber, Minister of State for Nechako, appointed eleven community members to the Nechako Transportation Committee. The Committee conducted eleven public hearings and solicited input from individuals, groups, industry, and organizations throughout the Region. Over 65 briefs, which identified numerous issues, were received.

The Transportation Committee extensively reviewed all submissions and consulted with several Ministries. The Report Nechako - Region 7 Transportation Committee Recommendations is the culmination of the Committee's review process.

The Committee identified 22 projects and 38 recommendations.

The Regional Transportation Committee placed their primary emphasis, at this point in time, on the upgrading of the existing highway network - Highway 37 and Highway 16. The Committee recognized the importance of new roads and their significance in opening areas to development, but considered rehabilitation and upgrading of the existing network as a necessity. As part of a highway upgrading effort, the Committee also called for a major review of all highway/municipal intersections in conjunction with Nechako municipalities.

New roads and resource roads were not excluded. Several new roads were discussed and a review of resource roads requested.

The importance of rural roads, as feeders to the main highway system, was stressed and the need for an ongoing maintenance and rehabilitation program for rural roads was suggested by the Regional Transportation Committee.

Airports and air travel were also addressed by the Committee. Firm support was given the continuance of the Air Transportation Assistance Program (ATAP). The significance and importance of air travel to the residents of Nechako is discussed under air initiatives and recommendations, which emphasizes the excessive costs of air travel.

Safety on roadways, the testing and training of commercial drivers, signage and the transporting of hazardous waste are discussed in the report.

The Nechako Region has high potential for future economic development. It is rich in resources but access to, from, and within the Region is a necessity to development. Therefore, the Regional Transportation Committee recommends:

1. That a three year plan to bring Highway 37 up to paved highway standard should begin in the 1990 budget year. Communities along the highway should be consulted and informed of the program.

2. That by the budget year 1990/91 a detailed plan to upgrade, retop and realign where appropriate, Highway 16 be prepared by the Ministry of Transportation and Highways for review by the Regional Transportation Committee. Work should be scheduled to commence within the year and to conclude by 1995.

3. That Highway 27 be considered as an adjunct to Highway 16 and that it be included as part of the program developed for Highway 16.

4. That Highway 7 to Atlin be upgraded and that discussions be held with the Yukon Government to obtain a uniform standard and design for the road from Jake's Corner to Atlin.

5. That the connecting link between Cassiar and Highway 37 be part of the overall plans developed for Highway 37 but that its development take place after the upgrading of 37.

6. That the roadway between Telegraph Creek Road connecting to Highway 37 at Dease Lake be upgraded to acceptable gravel standard and that this upgrading be done in conjunction with the development of Highway 37.

7. That all intersections in the Region be inspected and analyzed as to safety and community needs.

8. That the upgrading of these intersections be incorporated into the overall rehabilitation program for Highway 16.

9. That the present municipal cost sharing program be enhanced and that all municipal councils be extensively consulted in the planning process for their intersections.

10. That the Francois Lake (Stellaquo) intersection be assessed and remedial work begin as soon as possible.

11. That the Telkwa intersection be considered as a major project and that at a minimum initial planning for realignment be looked at to establish alternatives and cost.

12. That the Ministry of Transportation and Highways in its development of a program for Highway 16 consider the needs of Telkwa and the necessity of crossing both the Bulkley and Telkwa River and that options be closely examined which would solve the present and potential problems.

13. That new roads be reviewed annually and that as pressures and need warrant initial analysis be initiated, but in all cases new construction is viewed as a long-term direction following major planning.

14. That in the planning of new roads, regional transportation committees, regional districts, municipal councils, industry and/or interested groups most affected by the development, be consulted as part of the planning process.

15. That a coordinating body be established which would oversee extensive coordination and planning between government, industry, and the public with regard to the planning, design, and usage of resource roads. When possible major arterial resource roads should be designed for multi-usage. Major resource roads which over time have the potential to serve as secondary roads, alternate routes to communities or recreational destinations should be well planned and designed so that when the road becomes available as a public artery the transfer is viable and equitable.

16. That all resource roads should be recorded and documented in a central location in each Region.

17. That resource roads should be well marked and signed.

18. That the North Omineca Mining Road be upgraded and that it fall under one ministry jurisdiction. Initial upgrading work should begin within the next year.

19. That the Ministry of Transportation and Highways have an ongoing maintenance and rehabilitation program for rural roads.

20. That rural roads be well signed.

21. That the Francois Lake ferry is a necessary service and that toll charges not be placed on the ferry.

22. That a process of alternating hours or priorization be developed to allow for domestic and industrial traffic during high industrial usage on the Francois Lake Ferry.

23. That navigational, weather and radio aids be improved in the Nechako Region to ensure safe air travel for all.

24. That the Air Transportation Assistance Program (ATAP) be continued and that funds to the program be increased.

25. That maintenance and operation funds be available to municipalities and airport societies under ATAP.

26. That the minimum standards for existing community airports be established at:

    Level 1 - Day Medivac Standard
    Runway paved to 4000 feet

    Level 2 - Nightmedivac Standard
    Lights and where applicable due to terrain and weather conditions directional beacons.

    Level 3 - Upgrading
    This would call for terminal development and further navigational aids.

    Once all community airports within the Region had reached Level 1, they would then become eligible for Level 2.

27. That Dease Lake Airport be upgraded to night medivac standards and that maintenance and operation arrangements be established, as soon as possible.

28. That all air carriers consider a policy which would allow a reasonable discount to next of kin who have to travel due to bereavement.

29. That the provincial government provide a tax rebate to families who accompany terminally ill or handicapped patients to Vancouver for treatment.

30. That the initiatives of Vanderhoof to sustain their float plane base be supported.

31. That the Community of Atlin carefully consider the development of its shoreline, in order to obtain the maximum benefit from any future development that it may embark upon.

32. That, at this time, the Committee could not support the Dease Lake rail extension with public funds.

33. That the development of the rail line should be regulated by the pressures of the market and private investment.

34. That a safety campaign for industrial truck drivers should be considered and that the testing and training of commercial drivers should be standardized.

35. That the Ministry of Transportation and Highways consider new design standards that would see wider turning lanes, wider shoulders, and more frequent passing lanes on northern highways to accommodate industrial traffic.

36. That signage be improved on secondary and resource roads.

37. That the new signage policy be monitored and after a year of operation it be reviewed to assess whether it has met the needs of the North.

38. That the budget for the Ministry of Transportation and Highways be increased to allow for the achievement of identified priorities and that the funding for the Nechako Region be increased based on the need to stimulate development and increase provincial resource revenues.

1.0 INTRODUCTION

The Nechako Region is exceptionally beautiful, with a rugged landscape comparable to no other area in Canada. Within its boundaries one will see awe inspiring mountains, pristine lakes and steep walled rivers.

The Region begins in the northwest with the St. Elias Mountains, whose valley floors and surrounding peaks have elevations of 2,100 metres or more. The interior of the northern half of the Region consists of the Stikine Plateau, which extends northward to the Yukon. On the eastern side of the Stikine Plateau lie the Cassiar Mountains, which drop eastward into the northern limits of the Rocky Mountain Trench.

In the southern half of the Region the terrain consists of a high rolling, hilly plateau, with an average elevation ranging from 670 to 900 metres in the north giving way in the southwest to the Skeena and Hazelton mountains. Between these ranges lies the Bulkley Valley, which forms a fairly broad trough varying between 8 and 12 km in width along most of its length. The valley floor is rolling in appearance, with cultivated land occupying large patches between the gentle ridges. The valley acts as a natural transportation corridor for the major highway, Highway 16, which transverses the Region from east to west. East of the Bulkley Valley lies the lakes district. The largest of the natural lakes are Takla, Babine, Stuart and Francois, but even this sector is an undulating surface broken by several rugged but low ranges of hills. As one can gather from the topographical description, transportation planning poses a unique physical challenge in the Nechako Region with its variety of physical features.

The Nechako Region is rich in natural resources. Its mountains are a treasure chest of mineral deposits. The Region has world class stands of timber and its rolling valleys are ideal for agricultural production. The relationship between economic development and transportation cannot be underestimated in this Region.

The Region's population is approximately 39,000, distributed mainly along its east/west transportation corridor, Highway 16, and along its north/south corridor, Highway 37. Eight communities are found in the southern half of Region: Smithers, Houston, Telkwa, Burns Lake, Granisle, Fraser Lake, Vanderhoof, and Fort St. James. Three communities, Dease Lake, Cassiar and Atlin are located in the far northern reaches. Each community has a uniqueness, reflecting its character and economic base. For example, Fort St. James is one of the oldest communities in British Columbia and was the Province's original capital. Smithers, revitalized in an alpine village motif, is the ski hub of northern British Columbia with Hudson's Bay mountain; and Atlin, with its beautiful lake and mountain setting, is the Switzerland of the north.

This wild, ruggedly beautiful Region is the very heart of British Columbia. Totally landlocked, it supplies vast amounts of natural resources, gold, silver, copper, asbestos, coal lumber, and molybdenum to the ports of British Columbia and beyond, to world markets. The Region is also the northern east/west corridor through which resources from the Northeast Region and Alberta reach ports at Prince Rupert and Kitimat.

REGION 7 NECHAKO

1.1 General Economic Overview

For the purposes of analysis the Nechako Region can be subdivided into four economic areas within the Bulkley Nechako Regional District and the unincorporated Stikine. They are the Stikine, the Smithers-Houston, Burns Lake and Vanderhoof areas.

The mining industry is the leading economic support of all communities within the northern Stikine area, with forestry and tourism providing minor benefits. Asbestos, silver, gold, copper and molybdenum account for the mining output of the Nechako Region. Widespread mineral exploration and development is currently dominated by work on precious metal discoveries, but large deposits of base metals and coal at Mount Klappan and Telkwa offer tremendous future potential as well. Numerous small mines and placer gold operations, particularly at Germansen Landing, Atlin, and in the Cassiar country, played a significant role in the Region's early development and continue to add to its development.

In 1950 the Cassiar asbestos deposit was discovered and by 1952 a mine and self-contained community were in place and remain today a thriving community. Since the mid 1960's, mining development has also been concentrated near the east/west rail/highway corridor at Endako, Granisle, and Houston, where large open-pit mines produce molybdenum, copper, and silver respectively.

In 1985, over $150,000,000 in value of mineral production was extracted from the Nechako Region. In 1988/89, a total of $97 million was spent on seven development projects in the Region.

The northern part of the Region, in the Stikine Plateau, contains timber resources that have yet to be fully evaluated in terms of their economic potential. Timber resources in the southern part of the Region are considered to be fully committed at current levels of utilization. In the narrow neck between the northern and southern blocks is a currently inaccessible area containing about one-fifth of the timber in the Prince George TSA. Infrastructure access into these areas will be a factor in their development.

All areas of the Region are affected by forestry production for the Nechako Region, comprising 25.5 percent of the total regulated forest area of the Province. There are 14,489,070 hectares in forest cover. Forestry (logging) employs 11.4 percent of the work force and manufacturing, which includes wood and paper products, employs 20.2 percent of the labour force. In 1986 there were 16 primary lumber mills, producing 11.8 percent of the Provincial total.

In terms of production and employment, agriculture ranks third behind forestry and mining in the Region's economic structure. Farming activity is limited primarily to the southern portion of the Region and is concentrated in the Bulkley Valley near Smithers and the Vanderhoof area. The capital value of all farm land, buildings, machinery and stock was estimated at $220.6 million, 3.4 percent of the Provincal total. The value of all farm product sales in 1985 was $22.4 million.

The Region's tourism potential cannot be overlooked. In a traffic survey, identified by the North By Northwest Tourism Association of British Columbia, the annual tourist expenditures for the Stewart-Cassiar Highway (Highway 37) may be estimated at $2,037,000. This is only a portion of the tourist dollars that are generated by the natural beauty of the Region. Tourism remains relatively undeveloped in the Nechako Region. Presently it is concentrated along Highway 16 and Highway 37, emphasizing the importance of these two corridors.

The Nechako Region, although rich in resources, has often been perceived as having difficulty in reaching its developmental potential due to inaccessibility of its terrain. Transportation networks, in various modes, are needed throughout the Region to stimulate and fully realize its future economic role. Development of transportation systems are not only of Regional concern but also of Provincial concern, for it is the resources of the north that add to the Provincial coffers and fuel southern industries.

Statistics taken from Regional Index, Central Statistics Bureau, Ministry of Finance and Corporate Relations.

2.0 OBJECTIVE OF THE REGIONAL TRANSPORTATION PLAN

In November of 1988 the Honourable Neil Vant, Minister of Transportation of Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The Province of British Columbia Strategic Transportation Plan 1990 - 2000, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as they become necessary.

Under the auspices of the Minister of State, Regional Transportation Planning Committees were formed in each of the eight development Regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. to determine the present and future transportation needs and priorities of each region

2. to analyze issues and provide support documentation for recommended improvements

3. to recommend to Government a transportation plan that included short and long-term directions.

All modes of transportation: air, coastal marine, ferry, highways, ports, rail and transit, were to be considered in the review. The overall goal was to produce, at a regional level, a report that would identify to the Minister of State transportation priorities and initiatives. The report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the Region and its residents. Community input formed an integral part of the process.

3.0 PLANNING PROCESS

The process, identified by the Ministry of Transportation and Highways, would see initiatives developed by Regional Transportation Planning Committees forming the building blocks for the development of a provincial strategic transportation plan. Regional Transportation Planning Committees were appointed by the Minister of State for each Region, based upon area, industrial representation, and knowledge of transportation issues. In the Nechako Region, the Honourable Jack Weisgerber, Minister of State for Nechako, appointed the following individuals to the Regional Transportation Planning Committee (referred to from this point onward as "the Committee"):

The Regional Transportation Planning Committee for Nechako:

Atlin	Mrs. Shirley Connolly Business Woman
Burns Lake	Mayor William Gilgan
Cassiar	Mr. Bill Zemenchik Manager, Cassiar Mines
Fort St. James	Alderman Jim Togyi
Fraser Lake	Mayor Colin Seeley (Chairman)
Granisle	Alderman Ross McArthur
Houston	Alderman John Lyotier
Smithers	Alderman Jim Davidson
Telkwa	Alderman Holly Prowse
Vanderhoof	Alderman Jim Oryshchuk
Bulkley-Nechako Regional District	Mickey Bisanz District Representative

The Committee was assisted by the Regional Development Liaison Officer (RDLO), Barrie Carter; the Secretary to the Committee, Edith McKay; and a Senior Project Coordinator, Linda Beltrano from the Ministry of State.

The Ministry of Transportation and Highways supported the Committee extensively through the efforts of the Regional Director of Highways, Northwest Region, Jon Buckle.

Together the Committee and its support group began the process of reviewing the existing system, determining regional needs and establishing future regional transportation directions for the short and long term.

First, the Committee reviewed the 18 Volume Delcan Report entitled, A Transportation Planning Overview of the Province of British Columbia; focussing specifically on Volume 10, Economic Development Region 7 Nechako. The Committee expressed displeasure with the Delcan Report, considering it to be errant in its northern representation. It fails to recognize the issues which are unique to the north, such as the complexity of resource roads, the importance of new road development, and the impact of resource extraction. The Committee, recognizing the merit of the report as a beginning point, did not wish to dwell extensively upon it but used it as background information.

The Committee elected to solicit public input through a series of public hearings, considering this methodology to be the most advantageous. Public hearings were held in the eleven communities of the Nechako Region, from Atlin in the north to Vanderhoof in the southeast.

Several news releases were issued which advised of the formation of the Committee and the general intent of the Freedom to Move Project, followed by newspaper ads which advertised the hearings (see Figures 1 and 2). Posters of the hearings and dates were strategically distributed throughout the Region. Committee members were instructed to inform interested persons and groups of the hearings in their local communities. Special notices were mailed to over 150 parties which the Committee felt may wish to participate, such as key industrial representatives.

The public hearings were seen as the most important component in the process. Therefore, the Committee members indicated that they would attend as many hearings as possible, allowing each Committee member to obtain a regional perspective. Committee members, all volunteers, agreed to travel the Region as a group, meeting the submission presenters and viewing the issues on a first hand basis. One must note the time and commitment of Committee members who freely gave up a week to attend all the public hearings.

NECHAKO REGIONAL TRANSPORTATION PLANNING
COMMITTEE PROCESS DIAGRAM

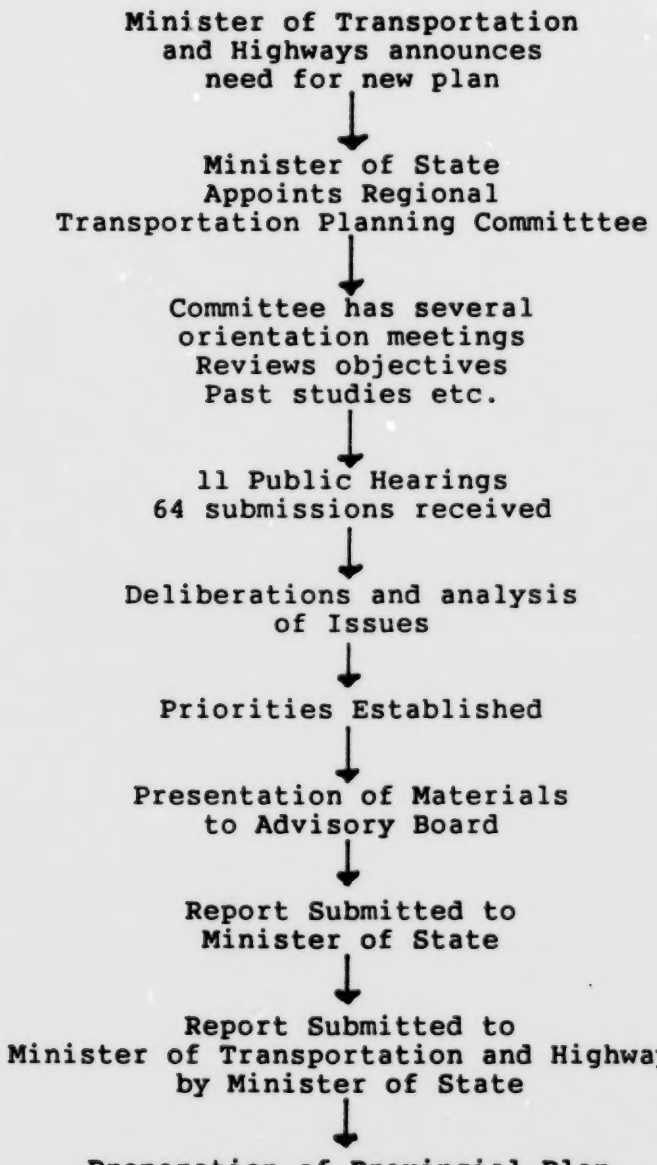

Minister of Transportation and Highways announces need for new plan
Minister of State Appoints Regional Transportation Planning Committtee
Committee has several orientation meetings Reviews objectives Past studies etc.
11 Public Hearings
64 submissions received
Deliberations and analysis of Issues
Priorities Established
Presentation of Materials to Advisory Board
Report Submitted to Minister of State
Report Submitted to Minister of Transportation and Highways by Minister of State
Preparation of Provincial Plan

Figure 1

FREEDOM TO MOVE

PUBLIC MEETING

What Is The Regional Transportation Planning Committee?

On January 4, the Honourable Jack Weisgerber, Minister of State for Nechako, named 10 prominent local citizens to sit on a Regional Transportation Planning Committee.

The Committee's task is to develop and recommend to the Provincial Government a comprehensive strategy and long-term transportation plan for Nechako Region. The project is part of the Province's Freedom to Move planning process, announced by Minister of Transportation and Highways Neil Vant last November.

Major regional issues related to highways, resource roads, airports, railways and marine transport will be reviewed.

The committee hopes to have its recommendations to the Regional Development Advisory Board and Minister of State in June. The final report will be submitted for review by the Minister of Transportation and Highways by mid-summer.

Who Sits On The Committee?

Fraser Lake Mayor Colin Seeley is chairman of the Committee. Other members are: Shirley Connolly (Atlin), William Gilgan (Mayor, Burns Lake), Bill Zemenchik (Cassiar), Jim Togyi (Alderman, Fort St. James), Ross McArthur (Alderman, Granisle), John Lyotier (Alderman, Houston), Jim Davidson (Alderman, Smithers), Holly Prowse (Alderman, Telkwa), Jim Oryschuk (Alderman, Vanderhoof), Mickey Bisanz (Bulkley-Nechako Regional District).

The Committee has met twice already to discuss terms of reference and the public consultation process.

What Are The Terms Of Reference?

The Committee is responsible for determining the present and future transportation needs and priorities of the region; for analysing issues and providing support documentation for recommended improvements; and for recommending to Government a comprehensive transportation plan for the region that includes both short and long-term objectives.

How Can You Get Involved?

Community input will be sought through written submissions and public hearings. The hearings will begin in Fort St. James on March 16 and end in Atlin on March 20 (see full schedule on this page). Individual's groups and businesses are invited to write or make oral submissions to the Committee, at one of the public hearings, outlining ideas, concerns and recommendations on regional transportation issues and priorities.

Background information is contained in the 18 volume *Delcan Transportation Planning Overview*, prepared for the Ministry of Transportation and Highways and available at all regional public libraries.

Where Should You Send A Written Submission?

Written submissions can be presented at the public meetings or they can be mailed to the Regional Transportation Committee, c/o Mr. Barrie Carter, Regional Development Officer, Bag 5000, Smithers, B.C. V0J 2N0. Guidelines are available on request. The deadline for submissions is April 15, 1989.

How Can You Get More Information?

For more information, contact Regional Development Officer, Barrie Carter at 847-7215 or write Bag 5000, Smithers, B.C. V0J 2N0.

YOU ARE INVITED

PUBLIC HEARING SCHEDULE
NECHAKO

March 16, 1989
- Council Chambers, Village Office, Fort St. James — 10 - 12 noon
- Council Chambers, Municipal Office, Vanderhoof — 2 - 4 p.m.

March 17, 1989
- Council Chambers, Village Office, Fraser Lake — 10 - 12 noon
- Regional District Office, Burns Lake — 2 - 4 p.m.
- Council Chambers, Village Office, Granisle — 7 - 9 p.m.

March 18, 1989
- Council Chambers, Municipal Office Building, Houston — 10 - 12 noon
- Council Chambers, Municipal Hall, Smithers — 2 - 4 p.m.
- Firehall, Municipal Building, Telkwa — 7 - 9 p.m.

March 19, 1989
- Ministry of Forests Conference Room, Government Building, Dease Lake — 12 - 2 p.m.
- Cassiar Recreation Centre, Cassiar — 6 - 8 p.m.

March 20, 1989
- Atlin Recreation Centre, Atlin — 2 - 4 p.m.

Hon. Jack Weisgarber, Minister of State for Nechako

Ministry of Transportation and Highways
Province of British Columbia

Figure 2

THE PROCESS OF BUILDING A NEW HIGHWAY

1. Request for Capital Project

2. Determine design standards

3. Preliminary design

   A. Aerial photography of proposed new section
   B. Develop construction alternatives and variations
   C. Estimate costs
   D. Collect wide range of related data
   E. Conduct environmental and social impact studies
   F. Evaluate alternatives and choose optimum

4. Soil studies

5. Engineering survey

6. Detailed design

7. Property acquisition

8. Utility relocation

9. Schedule construction

10 Obtain funding approval

11. Tender

12. Construction Phase

   A. Clear and grub land
   B. Blasting (if required)
   C. Build roadbed, curbs and gutters or pullouts, etc.
   D. Construct bridges, culverts, retaining walls
   E. Pave
   F. Manage traffic during construction with detours, etc.

13. Fence, sign, landscape, etc.

14. Open and schedule maintenance standards

Figure 3

Prior to the commencement of the hearings, Ministry of Transportation and Highways staff prepared the Committee by reviewing the stages involved in a highway project (see Figure 3). The Committee considered it important to become aware of the time and cost constraints involved in the initiation, design and construction of a project. This information would help in future project analysis. The Committee also discussed with the Regional Director of Highways the proposed 1989/1990 project list. The approach was a very welcome one, as it provided the Committee with a general overview of the existing system and the operating procedures of the Ministry of Transportation and Highways. Throughout the process, when requested, information was provided to the Committee by the support group members in order to assist in developing well informed decision-making. A special briefing on resource roads by the Regional Director of Highways was also part of the Committee's advance preparations.

The public hearings began March 16th and proceeded until March 20th. Both written and oral submissions were recorded. Presenters represented municipalities, Chambers of Commerce, tourism organizations, industry, and the general public. All sectors were welcome to present their views to the Committee. A total of total 64 submissions were received, of which 90 percent were in written format. Many participants who gave oral submissions later contacted the Committee a second time with written documentation. (Note: this documentation was only considered as one submission) The Committee was most pleased and encouraged by the quality and depth of submissions.

All public hearing submissions are available for viewing at the Minister of State Offices in Smithers and Victoria. Although submission closure was suggested as April 15, 1989, the Committee continued to accept submissions until the final preparation of the report.

A list of all submission presenters can be found in Appendix 8.0 of this report. Appendix 8.0 also includes a summary of the number of submissions received and attendance at each public hearing.

Following the public hearings a summary of the issues contained within the submissions was prepared. Each submission contained several issues, and conversely several submissions may have focussed on one issue. Thus, to facilitate review, a summary listing was prepared which appears in Appendix 8.1. All submissions and issues were considered by the Committee.

Not all issues identified are to be found on the project lists. Issues which the Committee considered to be very local in nature, or which were addressed in previous announcements, were excluded from the category of projects. Issues of a construction nature are termed projects while issues which were of a policy nature are termed initiatives (see chapters 4, 5 & 6).

The Committee elected to observe their mandate of dealing with "regional transportation issues." A culvert on a secondary road was not considered within their scope, but the maintenance and upgrading of secondary roads certainly was considered to be within the scope of the Committee.

In the review of the submissions, Ministry of Transportation and Highways staff commented upon the technical aspects of the projects and provided the Committee with budgetary data. Maps locating the projects were also prepared for the Committee.

Representatives from the Ministry of Forests, the Ministry of Mines, Energy and Petroleum Resources, the Ministry of Parks and B.C. Rail also met with the Committee to provide input into its deliberations. Several questions which arose from the submissions were discussed with those delegations and, where possible, clarification obtained.

Thus, following the public hearings and a review of the submissions, the Committee faced the challenge of ordering the projects and identifying their directional emphasis in the short and long term. The Committee considered five key variables: regional significance, social, economic, and environmental impact, time and safety.

Each project was rated by Committee members. Scores were then compared and lengthy debates were held over the pros and cons of each rating and project. This process was used as a tool to determine the Committee's priorities and establish consensus.

Following a rating exercise, and hours of deliberation, the Committee proceeded to place the projects in three groups:

GROUP RATING

A. Projects in this group have high regional significance, high social and economic impact, low environmental impact, a high safety factor and generally these projects require immediate attention.

B. Projects in this group have less regional significance, less social, and economic impact, may have some environmental impact, a lower safety component and require commencement of initial planning but may be medium to long-term in nature.

   Note: B projects have the potential of moving to A projects within the next two years.

C. Projects in this group are of lesser regional significance, lesser social and economic impact, could have major environmental impacts and are very long term in nature.

   Note: C could be moved to B within the next five years.

As part of the over-all planning process, project information forms were also prepared for the Committee in accordance with the request by the Ministry of Transportation and Highways. These forms are on file and will form the data base for future reviews. Since this process of reviewing projects is considered to be the commencement of an annual review, the project forms will be the data base for future work by the Regional Transportation Planning Committee.

The Regional Transportation Committee has met on an approximately monthly basis since January, for day and a half long meetings. Their work to date culminates with this Report, Nechako - Region 7 Transportation Committee Recommendations. This Report was presented to the Regional Advisory Committee for review on June 17, 1989, and the Honourable Jack Weisgerber, as Chairman of the Regional Advisory Committee, accepted the Regional Transportation Committee's report.

The Minister of State presents the Report to the Ministry of Transportation in July, 1989. It is then reviewed by the Ministry of Transportation and Highways, following which it will become a support document of the Province of British Columbia Strategic Transportation Plan 1990-2000.

4.0 TRANSPORTATION ISSUES

4.1.0 Roads

Repeatedly throughout the public hearing process, Committee members heard from delegations who stressed the importance of transportation to economic activity within the Region, and the relationship between the road network and the movement of resources to markets and ports. Thus, when the Committee analyzed the submissions, it quickly concluded that the major arteries leading into and out of the Region required primary attention since their condition was the most frequently cited transportation issue.

The majority of the Region's communities are located along its major road corridors, Highway 16 and Highway 37. It is also from these arteries that the numerous resource and secondary roads radiate. Therefore, the Committee considered it crucial that these key corridors be in excellent condition. Both corridors which intersect the Region from north to south - Highway 37, and east to west - Highway 16 were continuously commented upon in the submissions as in need of immediate rehabilitation and upgrading. They were described in terms of deplorable, hazardous and shocking.

Indeed, all Committee members travelled Highway 16 noting the numerous problem areas. Several Committee members had previously travelled Highway 37 and a partial air survey was taken by the Committee on their way to public hearings in Atlin, Cassiar, and Dease Lake. Thus, based on first hand knowledge, the Committee was in agreement that both Highways required immediate attention.

4.1.1 Highway 37

Highway 37 is the lifeline to the far northern reaches of the Nechako Region. The residents of the communities of Cassiar and Dease Lake could not over-emphasize the importance of this roadway. Resource industries located in the far northern areas likewise indicated the vital importance of the Highway. Several municipal councils, from communities along Highway 16, advocated the upgrading and improvement of Highway 37 since they view its development as enhancing their economic activity, especially in the tourism sector. Highway 37 was the one issue stressed by the presenters from all corners of the Region.

Submissions are on file from caravan tour operators in the United States, indicating their refusal to use Highway 37 unless it is upgraded. One operator, who took tours of 25-35 vans at a time to the Yukon, indicated a preference for the scenic beauty of Highway 37, but noted he could not subject vehicles which cost any where from $30,000 - $200,000 to the potholes of Highway 37.

Such withdrawals on the part of tour operators can be devastating to regional economics. For example, based on a caravan tour of 30 vans travelling a minimum 5 days up Highway 37 and the surrounding area, with expenditures of $100.00 per day per van, the loss is approximately $15,000.00. This becomes very significant when one considers one trailer park alone forecast up to 3,000 customers for the summer season of 1988/89. This forecast could generate roughly $1.5 million based on the above scenario. A substantial loss to the Region if they do not head northward, or an even greater loss if they should not travel into the Region.

Tourism is but one factor in the consideration to upgrade Highway 37. Freight costs and the impacts on northern businessmen must also be considered. The residents of Cassiar, Dease Lake, and Atlin noted the excessive cost of freight and the difficulties of conducting business in the northern reaches of the Region. An excellent example, quoted to the Committee, was the price of a newspaper which sells for $.50 in Vancouver and sells for $2.50 a week late in Cassiar. Such freight costs add exorbitantly to the cost of living in northern areas. Northern businessmen pay almost double for equipment repair if parts are to be shipped from southern locations, thus eating into slim profit margins.

Another extremely interesting trend, which was noted by the Committee, was that the origin of supply for many businesses in the communities was not Vancouver, or Prince George, but rather Edmonton via the Alaska Highway, Watson Lake and through Whitehorse, thus creating not only Regional implications but Provincial losses.

From the perspective of resource extraction, if one examines a mining inventory of British Columbia, it is evident that mining exploration and activity along this corridor is, and will be, quite intense. Highway 37 is a crucial corridor from which connectors to mine sites will originate. Presently, the Stewart Iskut River gold belt is the busiest exploration area with expenditures exceeding $43 million. The Silbak Premier Big Missouri and Snip precious metal deposits are being developed for production in 1989. The Golden Bear Mine, northwest of Telegraph Creek, is also scheduled for 1989. In Cassiar the Mcdame asbestos deposit is expected to be ready to replace Cassiar open-pit production in 1990. Coal exploration is taking place at Mount Klappan. In total $97 million was spent on development projects in northwestern British Columbia in 1989.

The Regional Transporation Committee firmly recommends:

1. **THAT A THREE YEAR PLAN TO BRING HIGHWAY 37 UP TO PAVED HIGHWAY STANDARD SHOULD BE BEGUN IN THE 1990 BUDGET YEAR. COMMUNITIES ALONG THE HIGHWAY SHOULD BE CONSULTED AND INFORMED OF THE PROGRAM.**

4.1.2 Highway 16 — Entering the Region at Bednesti Lake to Moricetown

Highway 16 was built approximately twenty-five years ago. Every community the Committee visited along this Highway, without exception, called for rehabilitation and upgrading of the road.

Its deficiencies are obvious to the traveller who frequents the road. The entire route needs resurfacing, there are numerous dangerous corners which require alignment, and heavily-loaded commercial traffic creates turning and access problems.

Accident statistics and community petitions call for realignment of Meanwhile Corners and Hagman Corner.

The heavy usage of the Highway by industrial truck traffic (logging vehicles with wide and long loads) creates two problems, those of safety width and pavement deterioration due to weight. Once again this is "the major" corridor in the Region. It leads to and from all communities and processing mills.

There is a movement afoot to make Highway 16 part of the TransCanada Highway. This designation could provide for joint Federal/Provincial funding to upgrade the route. The Regional Transportation Planning Committee supports the TransCanada classification since Highway 16 is a major east/west corridor not only for Nechako but also for the Province.

Thus the Committee, recognizing the massive costs involved and the possible time constraints, recommends the following:

2. **THAT BY THE BUDGET YEAR 1990/91 A DETAILED PLAN TO UPGRADE, RETOP AND REALIGN WHERE APPROPRIATE HIGHWAY 16 BE PREPARED BY THE MINISTRY OF TRANSPORTATION AND HIGHWAYS FOR REVIEW BY THE REGIONAL TRANSPORTATION COMMITTEE. WORK SHOULD BE SCHEDULED TO COMMENCE WITHIN THE YEAR AND TO CONCLUDE BY 1995.**

In the Nechako Region two communities have highways which branch off Highway 16 - Granisle and Fort St. James. The road leading to Granisle is considered to be in reasonable condition, but Highway 27 leading to Fort St. James was identified as in need of rehabilitation. The Committee recommends:

3. **THAT HIGHWAY 27 BE CONSIDERED AS AN ADJUNCT TO HIGHWAY 16 AND THAT IT BE INCLUDED AS PART OF THE PROGRAM DEVELOPED FOR HIGHWAY 16.**

In the case of Highway 27 the continued use of the road by heavy logging equipment has added to its deterioration. The community of Fort St. James also anticipates that as resource development (ie: Milligan Mine and Sustat forestry stands) increase the priority for upgrading.

Another road which requires extensive work is the road leading into the community of Atlin, Highway 7. Numerous briefs from the community expressed concern over the condition of this roadway. Community residents noted the efforts being made by Atlin residents to diversify their economic base by developing tourism but, as was noted, if the road access into the community discourages a trip to Atlin their efforts are futile. Therefore, the Committee recommends:

4. **THAT HIGHWAY 7 TO ATLIN BE UPGRADED AND THAT DISCUSSIONS BE HELD WITH THE YUKON GOVERNMENT TO OBTAIN A UNIFORM STANDARD AND DESIGN FOR THE ROAD FROM JAKE'S CORNER TO ATLIN.**

The Committee further recommends: if it is possible to reduce costs and time by developing an equipment/materials sharing program with the Yukon Government, that it be done.

There are two smaller connectors to Highway 37 which require addressing: the roadway from Cassiar to Highway 37; and from Telegraph Creek to Dease Lake. The first connector from the mining community of Cassiar to Highway 37 is important to the mining operation and the shipping of the asbestos resource to markets, but prior to the improvement of this road Highway 37 must be upgraded. One cannot develop the road into the community only to exit on to a poor highway. Therefore, the Committee recommends:

5. **THAT THE CONNECTING LINK BETWEEN CASSIAR AND HIGHWAY 37 BE PART OF THE OVERALL PLANS DEVELOPED FOR HIGHWAY 37 BUT THAT ITS DEVELOPMENT TAKE PLACE AFTER THE UPGRADING OF 37.**

The connection between Telegraph Creek and Dease Lake has been identified as a safety hazard. This road connects not only the community of Telegraph Creek and Dease Lake but is also used by Golden Bear Mines, located northwest of Telegraph Creek. Golden Bear constructed a 140 kilometre access road from the Telegraph Creek to Dease Connector to their mine deposit. On-site construction has begun and mine start up is anticipated in late 1989. Thus, traffic will increase on an already hazardous roadway and in light of potential mineral activity in the area, the Regional Transportation Planning Committee recommends:

6. **THAT THE ROADWAY BETWEEN TELEGRAPH CREEK ROAD CONNECTING TO HIGHWAY 37 AT DEASE LAKE BE UPGRADED TO ACCEPTABLE GRAVEL STANDARD AND THAT THIS UPGRADING BE DONE IN CONJUNCTION WITH THE DEVELOPMENT HIGHWAY 37.**

4.1.3 Highway Intersections

Highway 16 transects the majority of communities in the Nechako Region. The Highway is viewed as an economic benefit since it links the communities directly to world markets and provides each community with the opportunity to capture a share of the tourist industry, but communities from Vanderhoof to Smithers expressed concern over the portion of Highway which passes directly through their community. Once again, the concern centers on the need to upgrade Highway 16 but an added dimension is the need for maintenance of right-of ways, illumination of areas, curbs and sidewalks, where appropriate traffic lights, and turning lanes.

On an individual basis the Committee considered the issue to be local in nature, yet by the number of communities and in light of the safety factor involved, the Committee considered intersections to be of major regional significance; therefore, it recommends:

7. **THAT ALL INTERSECTIONS IN THE REGION BE INSPECTED AND ANALYZED AS TO SAFETY AND COMMUNITY NEEDS.**

8. **THAT THE UPGRADING OF THESE INTERSECTIONS BE INCORPORATED INTO THE OVERALL REHABILITATION PROGRAM FOR HIGHWAY 16.**

9. **THAT THE PRESENT MUNICIPAL COST SHARING PROGRAM BE ENHANCED AND THAT ALL MUNICIPAL COUNCILS BE EXTENSIVELY CONSULTED IN THE PLANNING PROCESS FOR THEIR INTERSECTIONS.**

The Committee did make two exceptions in their deliberations, the Francois Lake (Stellaquo) access and the highway as it passes through Telkwa. The Francois Lake access was noted as being a very serious safety hazard. The Committee recommended:

10. **THAT THE FRANCOIS LAKE (STELLAQUO) INTERSECTION BE ASSESSED AND REMEDIAL WORK BE BEGUN AS SOON AS POSSIBLE.**

In the case of Telkwa, the Committee recognized the need for realignment but also noted the potential magnitude of the project and suggested:

11. THAT THE TELKWA INTERSECTION BE CONSIDERED AS A MAJOR PROJECT AND THAT AT A MINIMUM INITIAL PLANNING FOR REALIGNMENT BE LOOKED AT TO ESTABLISH ALTERNATIVES AND COST (SEE 4.2.0).

4.2.0 BRIDGES

The community of Telkwa, in its submission to the Committee, noted the planning being conducted by Crowsnest Resource Ltd. in relationship to their coal properties south of Telkwa. The Telkwa Council requested that the Committee plan for highway construction projects required to alleviate industrial traffic caused by the construction and operation of a coal mine. Among the projects suggested were two bridges - a crossing of the Bulkley River and construction of an upstream bridge over the Telkwa River with a connection to Tatlow Road.

The existing Bulkley River Bridge is narrow, with corners at each end, causing a restriction of the number of vehicles on the bridge at one time and creating a dangerous situation for long loads crossing the bridge.

The proposed bridge upstream over the Telkwa River with connections to Tatlow Road is a multi-million dollar undertaking which requires extensive preliminary cost/benefit analysis. Environmental concerns over the usage of Tatlow Road were noted by a presenter who identified the area as a unique animal habitat.

With these considerations in mind the Committee proposed:

12. THAT THE MINISTRY OF TRANSPORTATION AND HIGHWAYS IN ITS DEVELOPMENT OF A PROGRAM FOR HIGHWAY 16 CONSIDER THE NEEDS OF TELKWA AND THE NECESSITY OF CROSSING BOTH THE BULKLEY AND TELKWA RIVER AND THAT OPTIONS BE CLOSELY EXAMINED WHICH WOULD SOLVE THE PRESENT AND POTENTIAL PROBLEMS.

4.3.0 Possible New Road Links

Many possible new road links were suggested at the public hearings (see project list chapter 6: New Roads). In every case, without exception, the scheduling of these links was considered by the Committee to be a minimum of 5 years and in some cases beyond the 10 year period. Initial cost/benefit analyses have not been conducted and the majority of projects are in their initial identification stages. The Committee recognized the importance of new roads and their significance in opening areas to development but their primary emphasis at this point is to upgrade the existing network prior to venturing into costly expenditures over new road construction. The Committee did suggest:

13. **THAT NEW ROADS BE REVIEWED ANNUALLY AND THAT AS PRESSURES AND NEED WARRANT INITIAL ANALYSIS BE INITIATED, BUT IN ALL CASES NEW CONSTRUCTION IS VIEWED AS A LONG-TERM DIRECTION FOLLOWING MAJOR PLANNING.**

The Committee also suggested:

14. **THAT IN THE PLANNING OF NEW ROADS, REGIONAL TRANSPORTATION COMMITTEES, REGIONAL DISTRICTS, MUNICIPAL COUNCILS, INDUSTRY AND/OR INTERESTED GROUPS MOST AFFECTED BY THE DEVELOPMENT, BE CONSULTED AS PART OF THE PLANNING PROCESS.**

In the case of new roads some very basic observations have to be made:

a) the majority of new roads suggested by presenters are resource roads which require either upgrading or 20-30 Km of new road to link two existing resource roads, and

b) it is questionable as to whether the functional level of the road desired in the majority of cases is that of highway or simply a gravel road suitable for multi-use, and

c) in all cases the projects identified were long term projects for which cost/benefits had not been completed.

The Regional Transportation Planning Committee did not place a heavy emphasis on new road development but rather stressed the importance of improving the existing highway system. The Committee strongly adopts the view that new roads are necessary but recommends that adequate planning and analysis be conducted prior to the construction of new roads.

4.4.0 Resource Roads

Resource roads were possibly the most difficult and confusing issue which the Committee members had to address. Repeatedly, briefs were submitted which highlighted resource roads and issues which surrounded their operation. In order to assist the Committee in their understanding of the issues and complexity of resources roads, personnel from the Ministry of Transportation and Highways, the Ministry of Forests, and the Ministry of Energy Mines and Petroleum Resources met with the Committee to discuss the status of resource roads in British Columbia.

As the demands and pressures of reaching new resources, whether they be mining or lumber, are placed on the Region, roads leading to and from resource sites will be required. Historically, the Nechako Region has seen major portions of its territory opened by resource development. The communities of Cassiar and Granisle are an example of development directly due to resource extraction.

Lengthy discussions were held by the Committee members over resource roads and their impact. Several key points arose in the discussions and they are raised for the readers' interest. The first point is that of jurisdiction. Who builds and maintains resource roads? There is definitely confusion on the part of the public as to who is responsible for a resource road. At present, at least three provincial ministries can have a varying role in resource roads -- the Ministry of Transportation and Highways, the Ministry of Forests, and/or the Ministry of Energy Mines and Petroleum Resources.

In some cases all three jurisdictions may be involved in the same road. For example, the North Road or Omineca Road as it is called, has three jurisdictions involved in its operation. Along with the ministry jurisdiction is the question of the resource user. The user can be responsible for construction and maintenance, or may have a separate road that accesses to the public resource road. Cheni Mines, for example, in a submission noted its difficulties with the North Road when the Ministry of Highways who maintains the road at their point of access, has a different schedule of operation for maintenance compared to Cheni.

The jurisdiction debate leads into a maze of questions regarding usage and liability. For example, a question which has arisen of late in several northern regions is: if a resource road is built and/or maintained by an industrial user, has the user the right to place a toll on the road, a gate or some type of control mechanism to limit usage? In the Nechako area Cheni Mine Road is an example of this control. The Golden Bear access road is another example. If the road was constructed with the assistance of a government loan, to whom do the access rights extend? Who is liable for the general public while they travel this roadway, which they may unknowingly think is a government maintained road? What coverage do they have under the Insurance Corporation of British Columbia (ICBC) while on a resource road? What legal jurisdiction does the RCMP have over travellers on these roadways?

These questions lead to a series of discussions on road standards. To whose standards are these roads to be built and maintained? In most cases, if it is a resource road, the industry wishes to build the road to minimum standards and often for single purpose usage. Yet many of these roads could be utilized as multi-use access if standards were increased slightly, but then the question becomes one of who bears the extra cost?

From the industrial perspective one can certainly understand industry's preference to maintain the existing resource road network, especially on the part of the lumber industry. For example, the designation of a resource road as an "off highway haul" means heavier loads and lower operating costs.

This status can make the difference between operation and closure as was pointed out by industry representatives in submissions at Houston and follow-up submissions. Highway designation for resource roads may over-tax the industry and have an economic impact.

As the reader can determine by this point in the discussion, the issue of resource roads is a complex one which has many facets and implictions. It is far too complicated an issue to address in this report and would suggest a separate review. The Transportation Committee, in light of the submissions and discussions held, does recommend:

15. **THAT A COORDINATING BODY BE ESTABLISHED WHICH WOULD OVERSEE EXTENSIVE COORDINATION AND PLANNING BETWEEN GOVERNMENT, INDUSTRY AND THE PUBLIC WITH REGARD TO THE PLANNING, DESIGN, AND USAGE OF RESOURCE ROADS. WHEN POSSIBLE MAJOR ARTERIAL RESOURCE ROADS SHOULD BE DESIGNED FOR MULTI-USAGE. MAJOR RESOURCE ROADS WHICH OVER TIME HAVE THE POTENTIAL TO SERVE AS SECONDARY ROADS, ALTERNATE ROUTES TO COMMUNITIES OR RECREATIONAL DESTINATIONS SHOULD BE WELL PLANNED AND DESIGNED SO THAT WHEN THE ROAD BECOMES AVAILABLE AS A PUBLIC ARTERY THE TRANSFER IS VIABLE AND EQUITABLE.**

16. **THAT ALL RESOURCE ROADS SHOULD BE RECORDED AND DOCUMENTED IN A CENTRAL LOCATION IN EACH REGION.**

17. **THAT RESOURCE ROADS SHOULD BE WELL MARKED AND SIGNED.**

Several specific resource roads were identified as requiring upgrading. These roads appear in chapter five under the project list. With one exception, the North Road or Omineca Mining Road, the Committee suggested upgrading as development pressures occur. They were all viewed as long term. The North Road was a different situation based on recent resource pressures, the present jurisdictional questions with Cheni and requests from the surrounding communities. The Committee recommended:

18. **THAT THE ROAD BE UPGRADED AND THAT IT FALL UNDER ONE MINISTRY JURISDICTION. INITIAL UPGRADING WORK SHOULD BEGIN WITHIN THE NEXT YEAR.**

An issue which was raised by several Community submissions was the impact of heavy commercial equipment on municipal roadways and highways. Present traffic counts do not differentiate between heavy log hauling equipment and a regular family vehicle. The heavy commercial truck, weighing anywhere from 40,000 - 150,000 pounds, has far greater impact on the deterioration of the road than the family car. For communities and rural districts the impact and extra costs for maintenance can be substantial over time. Thus, the Committee recommends the impact of resource hauling on highways, secondary and municipal roads be investigated and possible cost-sharing programs to assist municipalities be developed.

4.5.0 RURAL ROADS

Road systems are not solely composed of primary highways, indeed extensive networks of rural or secondary roads feed into and support the primary arteries. As was so aptly put by the first brief presenter in Fort St. James "we need our rural roads to get to the highways. Rural roads are important and rural voices are often not heard." This was not the case in Nechako. The Regional Transportation Planning Committee took note of the importance of rural roads as agricultural routes, as roads which are often used by industry and as roads which support the tourism industry in the Region's lake district. It is considered vital that the basic infrastructure be maintained and upgraded. Thus the Committee recommends:

19. **THAT THE MINISTRY OF TRANSPORTATION AND HIGHWAYS HAVE AN ONGOING MAINTENANCE AND REHABILITATION PROGRAM FOR RURAL ROADS.**

20. **THAT RURAL ROADS BE WELL SIGNED.**

Three specific roads were identified as projects worthy of upgrading. Stone Bay Road in the Fort St. James area, and the Surprise Lake and Warm Bay Roads in Atlin are listed as projects for consideration.

4.6.0 INLAND FERRIES

There is only one inland ferry in the Nechako Region at Francois Lake. This ferry serves approximately 1,000 people, providing users in the community of Southbank with access across Francois Lake to Route #35 and the Town of Burns Lake. A road circumscribes the lake but adds 137 kilometres onto the trip from Southbank to Burns Lake. This ferry route is an essential service. Residents from the area did request of the Committee that its importance be noted and that a toll charge not be placed on the ferry.

Another factor which has come to the Committee's attention is the heavy usage of the ferry by industrial users often to the delay of the general public.

In reviewing the situation the Committee recommended:

21. **THAT THE FRANCOIS FERRY IS A NECESSARY SERVICE AND THAT TOLL CHARGES NOT BE PLACED ON THE FERRY.**

22. **THAT A PROCESS OF ALTERNATING HOURS OR PRIORIZATION BE DEVELOPED TO ALLOW FOR DOMESTIC AND INDUSTRIAL TRAFFIC DURING HIGH INDUSTRIAL USAGE.**

4.7.0 AIRPORTS

Air transportation in the Nechako Region serves a variety of purposes from commercial passenger usage to medical emergency services. In no other Region is air transportation as crucial. One has only to view the ruggedness of the northern terrain to realize the importance of air transportation for the movement of goods and people.

Recent decisions by resource companies to fly supplies and manpower to development sites rather than construct roadways, has hightened the emphasis on the development of an air network.

The Regional Transportation Planning Committee addressed the question of air facilities from three directions:

4.7.1 Federal Involvement
4.7.2 Community Airports
4.7.3 Air initiatives
4.7.4 Float plane bases

4.7.1 Federal Involvement

The only airport in the Nechako Region which has extensive transport Canada involvement is the Smithers airport. Projections by Transport Canada suggest traffic at the airport will increase over time. Indeed, with the advent of deregulation the possibilities of air carriers and charter firms using the hanger and terminal facilities are promising. Thus the Regional Transportation Planning Committee would encourage the continued upgrading and development of the airport by runway extensions and ILS navigational equipment.

During the course of the public hearings, submissions were received regarding the length of the Smithers runway. The runway is 5000' by 150' which is standard length for the equipment which presently operates from the airport. Improved IFR approached facilities ILS or MLS would greatly improve the airports operation, along with improved radio communication with air traffic to the north. Runway extension will increase operation by allowing larger and heavier equipment, but the addition of navigational and radio aids will enhance safety in the Region.

Therefore, the Regional Transportation Planning Committee would encourage Transport Canada to recognize the importance of air travel in the Nechako Region and it recommends:

23. **THAT NAVIGATIONAL, WEATHER AND RADIO AIDS BE IMPROVED IN THE NECHAKO REGION TO ENSURE SAFE AIR TRAVEL FOR ALL.**

Several submissions from the Smithers area called for support for the establishment of a Federal Customs Office at the Smithers Airport. In light of the potential to develop skiing tours, wildlife expeditions, and industrial expediting, a Customs Office is support by the Regional Transportation Planning Committee

4.7.2 Community Airports

As an integral part of the development of an air network to service the Nechako Region, smaller community airports serve a vital role. The Committee recommends the following:

24. **THAT THE AIR TRANSPORTATION ASSISTANCE PROGRAM (ATAP) BE CONTINUED AND THAT FUNDS TO THE PROGRAM BE INCREASED.**

25. **THAT MAINTENANCE AND OPERATION FUNDS BE AVAILABLE TO MUNICIPALITIES AND AIRPORT SOCIETIES UNDER ATAP.**

In the northern communities of Atlin, Dease Lake and Cassiar, the Regional Transportation Planning Committee suggests that operational maintenance, such as snow removal, be considered a component of the area highways contracts; thus ensuring constant access.

26. **THAT THE MINIMUM STANDARDS FOR EXISTING COMMUNITY AIRPORTS BE ESTABLISHED AT:**

LEVEL 1 - DAY MEDIVAC STANDARD
RUNWAY PAVED TO 4000 FEET

**LEVEL 2 - NIGHTMEDIVAC STANDARD
LIGHTS AND WHERE APPLICABLE DUE TO
TERRAIN AND WEATHER CONDITIONS
DIRECTIONAL BEACONS.**

**LEVEL 3 - UPGRADING
THIS WOULD CALL FOR TERMINAL
DEVELOPMENT AND FURTHER NAVIGATIONAL
AIDS.**

ONCE ALL COMMUNITY AIRPORTS WITHIN THE REGION HAD REACHED LEVEL 1, THEY WOULD THEN BECOME ELIGIBLE FOR LEVEL 2.

Thus the communities of Atlin, Fraser Lake and Fort St. James, would be in line to reach Level 1 - paved runway.

Communities eligible for level 2 (lighting) status would be: Dease Lake, Vanderhoof, Burns Lake, and Houston.

Communities may wish to proceed to Level 3 as their economic development warrants the need for upgraded facilities such as terminals and advanced navigational aids. Applications for new airports should be reviewed on their merits and development within the area.

New airport applications would also be considered on an individual basis as development warrants.

One exception was emphatically noted by the Committee and that is the case of Dease Lake. Due to its strategic location the Committee recommends that Dease Lake receive lighting and directional aids as soon as possible.

At present Dease Lake has an excellent 6,000 foot asphalt runway operated by the Dease Lake Airport Society. For residents of Dease Lake, Telegraph Creek, and Iskut and surrounding area, the nearest hospital is Cassiar, a minimum three hour ground trip. Should a medivac be necessary during marginal weather, a further two hour ground trip is necessary to Watson Lake, Yukon, where a one and one-half hour flight to Vancouver is required.

Day medivacs can be made from Dease Lake, but they cannot be made at present from Cassiar (runway unpaved). Night medivacs are impossible from either location. During poor weather conditions access is also prohibited. Thus, medically, the communities and surrounding areas are not served adequately. It is also worthy of note that Cassiar is a mining community, the Mount Klappan mining site is located south of Dease Lake, and numerous small placer operations are scattered throughout the area. The potential for industrial accidents is considered high.

Highway 37 also adds to the potential for major traffic mishaps. With very limited medical evacuation options, this entire northern area of British Columbia was considered by the Committee to be under-serviced. Therefore, the Committee strongly suggests:

27. **THAT DEASE LAKE AIRPORT BE UPGRADED TO NIGHT MEDIVAC STANDARDS AND THAT MAINTENANCE AND OPERATION ARRANGEMENTS BE ESTABLISHED, AS SOON AS POSSIBLE.**

This simplistic view is based on the premise that medical evacuation is not a privilege but a must for northerners who do not have advanced medical facilities as readily available to them as their southern neighbours.

This position is also based on the need to service resource sites by an extensive and well developed air network. More and more the air strips are being used as staging points for the distribution of goods to northern mining camps and exploration sites. This air shuttle of work crews has been used extensively by mining exploration campanies. Crews and supplies are routinely dropped off at key staging areas and transported to work sites. Servicing of resource sites in this manner can be profitable to local charter carriers and expeditors. Outfitters and guides depend upon northern air strips to access remote areas. Provincial fire fighting is also coordinated from the northern strips, thus emphasizing their importance to the north.

4.7.3 Air Initiatives

In the discussions of air networks, there were several issues which the Committee feels required addressing even though they are of a policy nature and may be peripheral to the report.

The cost of airfares into northern areas was considered excessively high, to the point of prohibiting movement. In the case of northern small businessmen, the costs are so high he/she may not be able travel to business related functions in the south, thus handicapping the business person.

Families find it difficult to leave the north by air due to the excessive fares. For example, for a round trip economy fare, a northerner must initially pay a fare in the range of $400.00 to $500.00 to reach Vancouver, then a second fee is required to proceed from there. The present air line policy of using the Vancouver airport as a hub also requires that the flight to Vancouver be made for destinations elsewhere. These prices are a burden on the travelling northerner.

In line with the excessive cost of airfares, the policy of all carriers is not the same regarding travel due to bereavement. In communities serviced by only one carrier, this does not lie well. It also places undue hardship on families. The Transportation Committee would ask:

28. **THAT ALL AIR CARRIERS CONSIDER A POLICY WHICH WOULD ALLOW A REASONABLE DISCOUNT TO NEXT OF KIN WHO HAVE TO TRAVEL DUE TO BEREAVEMENT.**

It has been recommended:

29. **THAT THE PROVINCIAL GOVERNMENT PROVIDE A TAX REBATE TO FAMILIES WHO ACCOMPANY TERMINALLY ILL OR HANDICAPPED PATIENTS TO VANCOUVER FOR TREATMENT.**

If regular trips are required over a lengthy period of time, this can be a financial burden to the family. If the present policy of locating highly specialized treatment facilities in the Vancouver area is continued, a process which allows for the freedom to move in these special cases should be available to northerners.

The Committee would like to recommend to the air carriers that they review the possibilities of an east/west air link. At present all traffic is forced north/south by the major air carriers.

The Committee recommends that a hub and spoke system, presently developing which uses using the smaller community airports and local air carriers, be supported and continued. For example, service originating on a local carrier from Dease Lake links to flights at Smithers bound for further destinations such as Vancouver/Edmonton. This system of using local carriers adds not only to the local economy but also enhances the existing travel network.

The goal is to utilize to the maximum the existing air network and to provide a system which assures access to all northern residents.

4.7.4 Float Plane Bases

Along with briefs which identified the needs of land-based aircraft, two submissions were received and reviewed by the Committee concerning float plane operations. Float planes are a very popular mode of private and commercial recreational air transportation in northern areas where access to landing strips may be difficult or non-existent.

The community of Vanderhoof presently has a float plane base which will become inoperable when the water levels on the Nechako River are lowered. The community requested support from the Regional Transportation Planning Committee in its attempts to seek alternate solutions to the loss of the float plane base.

The Committee, recognizing the importance of a float plane base in Vanderhoof:

30. SUPPORTS THE INITIATIVES OF VANDERHOOF TO SUSTAIN THEIR FLOAT PLANE BASE.

The Community of Atlin also requested support from the Committee in its efforts to secure docking facilities and a breakwater, in order to enhance their float plane base. The Committee concurred with the presenters in Atlin, and agreed that docking facilities would enhance their tourism potential and that there was a recognized need; but the Committee requested:

31. **THAT THE COMMUNITY OF ATLIN CAREFULLY CONSIDER THE DEVELOPMENT OF ITS SHORELINE, IN ORDER TO OBTAIN THE MAXIMUM BENEFIT FROM ANY FUTURE DEVELOPMENT THAT IT MAY EMBARK UPON.**

4.8.0 RAIL

The history of rail development in the Nechako Region has been a troubled and difficult saga tied to the evolution of B.C. Rail. During the Bennett government era the policy was established that British Columbia would develop a railway to the resources of the Peace River, by way of Fort St. James and Fort Nelson, and through the Stikine and Cassiar wilderness. These two rail lines were to spell the opening of the North. The most promising resource development was considered to be in the rich interior and vast territories north of Prince George. The railway concept was to be a packaged deal of transport, forest industries, mines, hydro electric development and exploration. The Dease Lake Extension, as the rail line would be called, was to begin an era of renewed and intense exploration. The railway was seen as a development tool.

The following discussion of the Dease Lake Extension is extracted from the Report of the Royal Commission on the British Columbia Railway.

> "The construction of what is sometimes referred to as the Dease Lake Extension comprised three sections. The first section from Odell to Fort St. James, about 73 miles, was originally called the Fort St. James Extension and was completed in 1968 at a cost of $18.5 million. The next 80 miles from Fort St. James to Leo Creek, known as the Takla Lake Extension, was completed in 1973 after $23 million was spent on construction. The third section of 335 miles from Leo Creek to Dease Lake is the portion we call the Dease Lake Extension. Construction began on this section in 1970 and by 1975 the railway was operating to Bulkley House, a distance of 52 miles. The remaining 283 miles is still classified as "under construction" because operating authority has not been granted for it. Track has been laid as far as Chipmunk Creek, 105 miles north of Bulkley House, and the subgrade is in various stages of completion on the 178 remaining miles to Dease Lake. Total capital expended on this last section is $165 million and completion will require an estimated $160 million. The final leg of this line, the 150 miles from Dease Lake to Lower Post at the Yukon border has not yet been authorized and remains nameless."

On April 5, 1977, on the recommendation of the railway's Board of Directors, the Provincial Government suspended construction. Something had gone terribly wrong. The actual costs of building through rugged wilderness, of which little had been known, significantly underestimated inflationary costs and falling world prices for northern British Columbia resources; which all contributed to the discussion to suspend construction.

Today, with the pressures once again rising for resource development from the interior areas, the concept of the Dease Lake Extension is often revisited. The Regional Transportation Planning Committee discussed the issue extensively with representatives from B.C. Rail, the Ministry of Forestry, and the Ministry of Mines. Their conclusions were similar to those of the Royal Commission:

> "that the Stewart-Cassiar (Hwy 37) and Omineca resource roads are well located to service potential mines and will provide primary access routes in their development."

As for forestry usage of the line, the present suggestion that the existing line to Fort St. James be reactived and operated as industrial rail seemed feasible yet the Committee questioned whether there would eventually be the need for a resource road - thus doubling costs.

After lengthy debate the Committee concluded:

32. **THAT AT THIS TIME IT COULD NOT SUPPORT THE DEASE LAKE RAIL EXTENSION WITH PUBLIC FUNDS.**

33. **THAT THE DEVELOPMENT OF THE LINE SHOULD BE REGULATED BY THE PRESSURES OF THE MARKET AND PRIVATE INVESTMENT.**

The Committee suggested that government funds not be directed toward the development of the B. C. Rail line at this point, but, should private financing wish to contribute to development, it be encouraged to do so.

5.0 INITIATIVES

From the submission of the public hearings, there were several issues raised which were not of a specific project nature; but which the Committee considered worthy of note in this report.

A policy area which has been addressed in the previous Section (Chapter 4) and which calls for Provincial policy directives, is resource roads. Resource roads are acknowledged as a key policy area, requiring further investigation, but will not be discussed further in this Section.

5.1 SAFETY AND DESIGN

Safety on roadways was raised by several brief presenters. One of the most repeated themes was safety and courteous driving on the part of industrial trucks, especially logging trucks. Ten percent of the submissions raised the question of road safety in light of industrial vehicles.

Road designs are such that long trucks have problems has a problem making turns or the small car drivers have difficulty passing. Turns and access intersections should be carefully monitored to ensure safety for all. As suggested in Section 4.1, an intersection upgrading program would assist in the safety factor.

Passing lanes should be well marked, and noted in advance. More passing lanes where feasible would assist in the multi use of the highways and should be considered in future rehabilitation programs.

Safety in regard to the moving of wide equipment, especially farm equipment, was also noted. Representatives of the farming community stressed that if wider shoulders were used in road designs it would be safer and easier to move their wide loads such as swathers and combines. RCMP submissions also called for wider shoulders as a safety factor

The Committee, in review of the briefs, concluded:

34. **THAT A SAFETY CAMPAIGN FOR INDUSTRIAL TRUCK DRIVERS SHOULD BE CONSIDERED AND THAT THE TESTING AND TRAINING OF COMMERCIAL DRIVERS SHOULD BE STANDARDIZED.**

35. **THAT THE MINISTRY OF TRANSPORTATION AND HIGHWAYS CONSIDER NEW DESIGN STANDARDS THAT WOULD SEE WIDER TURNING LANES, WIDER SHOULDERS, AND MORE FREQUENT PASSING LANES ON NORTHERN HIGHWAYS TO ACCOMMODATE INDUSTRIAL TRAFFIC.**

5.2 SIGNAGE

Several submissions raised issues which the new signage policy developed by the Ministry of Transportation and Highways and Ministry of Tourism will not address. For example, it was advocated that secondary and resource roads be well signed.

Presenters noted that often small communities are not listed on signs. It was suggested by one Committee member that a large map showing the roadways and communities of the Region be located at the entrances to Highways 16 and 37, thus informing the traveller of the area he is about to enter. Such a sign would also mark truck and dangerous good routes.

Several submissions requested a cost/sharing program for large information signs at the entrance to each community. The new signage policy will address some of the needs of the tourist associations, but northern communities and tourist operators may have difficulties if they are not listed in the Provincial Tour Guide in 1989. Thus, the Committee suggests:

36. **THAT SIGNAGE BE IMPROVED ON SECONDARY AND RESOURCE ROADS.**

37. **THAT THE NEW SIGNAGE POLICY BE MONITORED AND AFTER A YEAR OF OPERATION IT BE REVIEWED TO ASSESS WHETHER IT HAS MET THE NEEDS OF THE NORTH.**

Signs should be posted two towns away.

5.3 TENDERING OF HIGHWAY PROJECTS

The Committee noted for the first time Ministry of Highways and Transportation had issued advance tendering for projects by January, thus allowing contractors to plan well in advance. In light of the strategic planning process and the possible cost savings associated with well planned projects, the Regional Transportation Planning Committee would like to encourage the Ministry of Transportation and Highways to continue the practice of early tendering with road builders and consultation with regional planning committees.

5.4 HAZARDOUS WASTE

A submission regarding hazardous waste was received from the Stellaquo Band. The submission requested that dangerous goods should be identified and well marked; that specific speed limits be required through dangerous good corridors, that a rigid monitoring and maintenance program be required of vehicles transporting dangerous goods, and that corridor routes for dangerous goods be developed.

The Regional Transportation Planning Committee concurred with the presenters views that environmental protection is imperative and that regulation be enforced to protect against the improper transportation of hazardous goods.

NECHAKO

Project list	Rating	Recommended Action
HIGHWAYS		
7H001. Highway 37		
Yukon to Meziadin 275 km	A	Planning to begin completion within 3 years
Greatest Regional Support		
7H002. Highway 16		
Rehabilitation and Maintenance	A	Within a year to return to Committee with detail 5 year plan
- Redesign/ realignments resurfacing as needed - to include Meanwhile Corner and Hagman Corner		

7H003. Intersection Program	B	
Francois Lake (Stollaquo)	A	
Burns Lake	B	All to be done over
Telkwa *	B	the next five years
Smithers	B	All require detailed planning
Houston	B	
Vanderhoof	B	

* Recognized as major project

7H004. Atlin Upgrading - 55 km		
- needs major review of construction material possible connection could be made with Yukon	B	Speed up process
7H005. Highway 27 - 60 km		
- consider it to be a branch of Highway 16	B	Start design work
7H006. From 37 to Cassiar from 37 to Town	C	2-3 years
7H007. Telegraph Creek to Dease Lake	C	long term

NEW ROADS

7H008. Upgrading of Granisle Cutoff	C	ongoing
7H009. Cross Town link Houston	C	5 years
7H010. Telkwa Pass to Terrace 100 km	C	5-10+ years
7H011. Francois Lake Road (to connect with existing roads)	C	Within 5 years
7H012. Anahim to Fraser Lake/Vanderhoof - build to forestry standard for mixed use	C	5-10 years
7H013. Atlin to Dease Lake	C	10 years plus
7H014. Houston-Kitimat	C	10 years and beyond

RURAL/SECONDARY ROADS

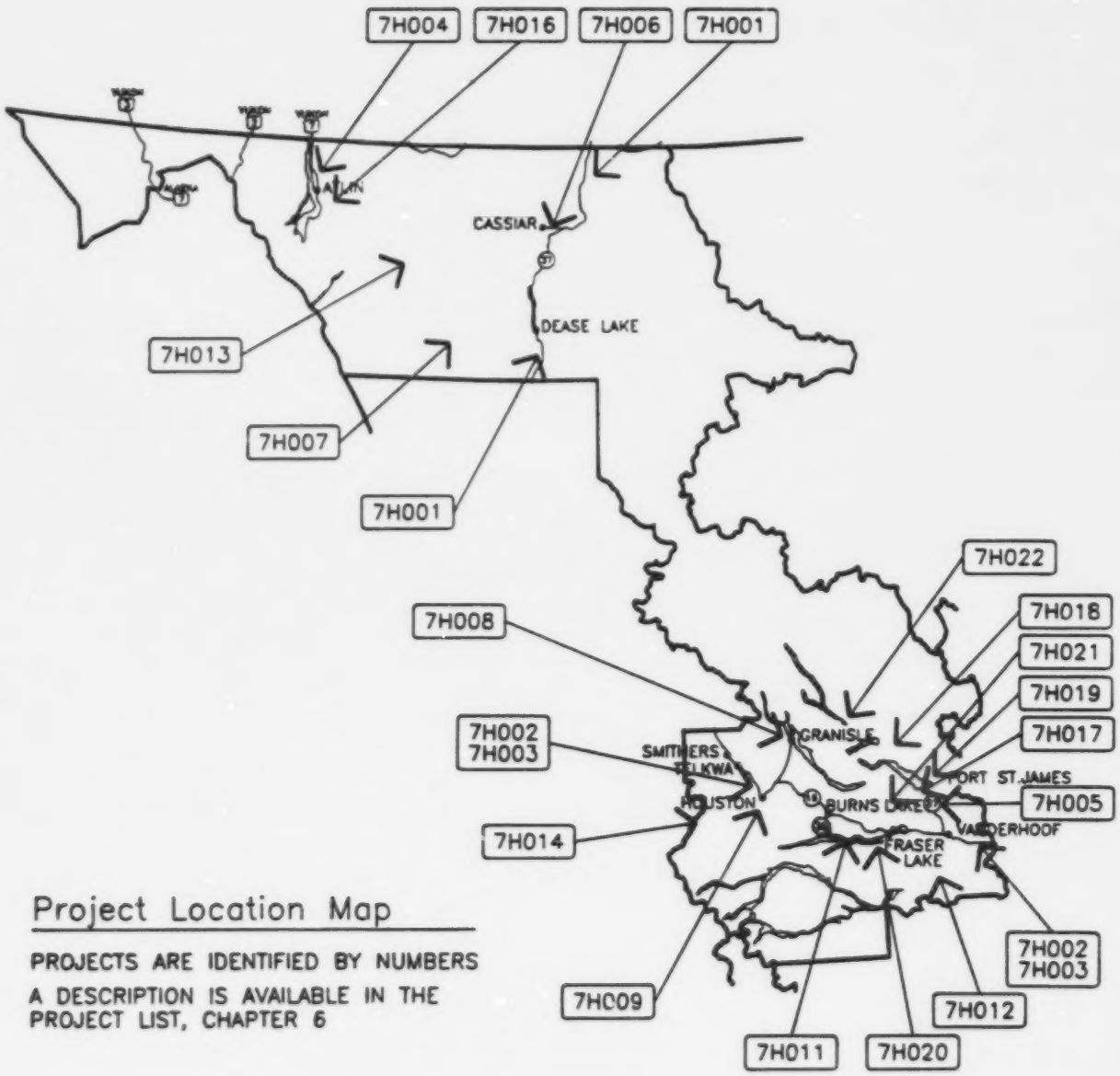
7H015. Importance of secondary road system - maintenance and upkeep	B	ongoing
7H016. Atlin Surprise Lake Warm Bay Road	C C	
7H017. Stone Bay Road	C	

RESOURCE ROADS

7H018. Omineca Road to Germansen	B	ongoing Review resource roads and examine jurisdictional questions.
7H019. X-Cal Mine	C	
7H020. Nacoslie Road - upgrade	C	
7H021. Milligan Mine	C	
7H022. Tachie Road	C	

REGION 7 NECHAKO

PROJECTS



Project Location Map

PROJECTS ARE IDENTIFIED BY NUMBERS

A DESCRIPTION IS AVAILABLE IN THE PROJECT LIST, CHAPTER 6

7.0 CONCLUSION

The Committee, following its deliberations, identified through its projects and recommendations several major programs which it believes Nechako requires:

i) A major plan for the development of Highway 37 and the rehabilitation of Highway 16 which would, over the next five years, strengthen the major transportation corridors of Nechako.

ii) Increased funding to the existing municipal cost-sharing program that would enhance Highway 16 as it passes through the communities of the Nechako Region, adding to their development.

iii) A program that would enhance and continue maintenance of the secondary/rural road system; and,

iv) continued and increased funding to the Air Transportation Assistance Program, plus the inclusion of maintenance and operational funding.

More important to the long-term economic activity of the Region is the question of resource and new road development. The Committee calls for caution and thorough analysis in the development of new roads and a total review of resource roads.

The Nechako Region is a treasure chest of resources awaiting development, but the key to opening the treasure chest is the Region's transportation systems. If Nechako is to move positively into the 21st century, its road and airways must be upgraded and new directions charted for the long-term.

The Regional Transportation Planning Committee recognized that transportation development is the stimulant to regional economic advancement. The process of identifying priorities and noting regional infrastructure needs was positive and a challenge to Committee members, but the key to the exercise is implementation and the provision of budgetary funds to accomplish the task. Therefore, the Regional Transportation Committee recommends:

38. THAT THE BUDGET FOR THE MINISTRY OF TRANSPORTATION AND HIGHWAYS BE INCREASED TO ALLOW FOR THE ACHIEVEMENT OF IDENTIFIED PRIORITIES AND THAT THE FUNDING FOR THE MECHAKO REGION BE INCREASED BASED ON THE NEED TO STIMULATE DEVELOPMENT AND INCREASE PROVINCIAL RESOURCE REVENUES.

APPENDICES

APPENDIX 8.0

List of Submission Presenters

Submission Number	Presenter
1.	Orville Koette Director of Area C Rural Area of Fort St. James Box 693 Fort St. James, B.C. V0J 1A0
2.	Les Huffman Steward Lake Forest Road Committee Box 129 Fort St. James, B.C. V0J 1P0
3.	Robin Colley Omineca Insurance Service 470 Stuart Drive Box 1321 Fort St. James, B.C. V0J 1P0
4.	Bruce Russel Box 250 Fort St. James, B.C. V0J 1P0
5.	Mayor Kovacs Village of Fort St. James P.O. Drawer 60 Fort St, James. B.C. V0J 1P0
6.	Alderman Joyce Westmacott Council, District of Vanderhoof Box 900 Vanderhoof, B.C. V0J 3A0
7.	Mayor Len Fox District of Vanderhoof Box 900 Vanderhoof, B.C. V0J 3A0

8. Angus Davis
Municipal Hall
Village of Fraser Lake
P.O. Box 430
Fraser Lake, B.C.
V0J 1S0

9. Dolores Pye
Chamber of Commerce
Box 1059
Fraser Lake, B.C.
V0J 1S0

10. A.D. McMillan
Glenannen Tourist Area
Molyhills Golf Course
Box 268
Fraser Lake, B.C.
V0J 1S0

11. Jim Mawdsley
Box 359
Francois Lake, B.C.
V0J 1R0

12 Ralph Roy
Box 332
Fraser Lake, B.C.
V0J 1S0

13. Bob Maze
RR #2
Burns Lake, B.C.
V0J 1E0

14. Ross McArthur
Box 353
Granisle, B.C.
V0J 1W0

15. John Vanderende
Houston Forest Products
Box 5000
Houston, B.C.
V0J 1Z0

16. Brenda Andersson
Chamber of Commerce
Box 396
Houston, B.C.
V0J 1Z0

17. Duane Erhardt
Box 1346
Houston, B.C.
V0J 1Z0

18. Alderman Gary Beaudette
District of Houston
P.O. Box 370
Houston B.C.
V0J 1Z0

19. Larry Miller
Chambers of Commerce
Box 2379
Smithers, B.C.
V0J 2N0

20. T.D. Lawlor
Royal Canadian Mounted Police
3351 Highway 16
Smithers, B.C.
V0J 2N0

21. Mayor Brian Northup
Box 879
Smithers, B.C.
V0J 2N0

22. Bruce MacLean
Pacific Island Resources
Box 3130
Smithers, B.C.
V0J 2N0

23. Terri Burge
Joanne Van Horn
Village of Telkwa
Box 220
Telkwa, B.C.
V0J 2X0

24. Bruce MacLean
Pacific Island Resources
Box 3130
Smithers, B.C.
V0J 2N0

25. Garry Haywood
Fort Telkwa R.V. Park
Box 373
Telkwa, B.C
V0J 2X0

26. Judith Puris
Box 971
Smithers, B.C.
V0J 2N0

27. Joanne Voss
General Delivery
Dease Lake, B.C.
V0C 1L0

28. Sherry Sethen
School District 87
Box 190
Cassiar, B.C.
V0C 1E0

29. Garry Periard
Cassiar Community Club
Box 336
Cassiar, B.C.
V0C 1E0

30. Werner Schneeberger
641 Bateman
Box 70
Cassiar, B.C.
V0C 1E0

31. Sherry Sethen
School District 87
Box 190
Cassiar, B.C.
V0C 1E0

32. Bruno Koch
Box 174
Cassiar, B.C.
V0C 1E0

33. Lee Corin
Box 265
Cassiar, B.C.
V0C 1E0

34. Michael Risebourgh
Government Agent
Provincial Government Building
Cassiar, B.C.
V0C 1E0

35. Joe Herbert
Box 159
Cassiar, B.C.
V0C 1E0

36. Art Mitchell
Atlin Visitors Association
Box 365
Atlin, B.C.
V0W 1A0

37. James William
Board of Trade
General Delivery
Atlin, B.C.
V0W 1A0

38. Gordon Heynen
Yukon Airways
Box 29
Atlin, B.C.
V0W 1A0

39. Gail Jenkins
for Government Agent
Atlin, B.C.
V0W 1A0

40. Summit Air Charters
Box 134
Atlin, B.C.
V0W 1A0

41 John Reid
General Delivery
Atlin, B.C.
V0W 1A0

42. Philip Adams
c/o Atlin Visitors Assoc.
Box 365
Atlin, B.C.
V0W 1A0

43 Jack Green
Box 92
Atlin, B.C.
VOW 1A0

44. B.C. Road Builders &
Heavy Construction Association
c/o Mr. Ivan Hanchard
Business Manager
165-10711 Cambie Road
Richmond, B.C.
V6X 3G5

45. Leonard Thomas
Government Chief
Nak'azdle' Band Council
Box 1329
Fort St. James, B.C.
V0J 1P0

46. John N. Dodgen
Born Free Motorcoach Inc.
Highway 169N
PO Box B
Humboldt, Iowa
50548

47. Cheni Gold Mines Inc.
Box 11175 Royal Centre
101-1055 West Georgia St.
Vancouver, B.C.
V6E 3R5

48. Mr. Otto Grundman, President
Skeena Federal Progressive
Conservative Assocation
PO Box 354
Terrace, B.C.
V8G 4B1

49. Westar Timber
PO Box 2000
Vanderhoff, B.C.
V0J 3A0

50. Burns Lake Municipal Council
Box 570
Burns Lake, B.C.
V0J 1E0

51. Noranda
Bell Mine
PO Box 2000
Granisle, B.C.
V0J 1W0

52. Mayor Alta Andrist
PO Box 218
Granisle, B.C.
V0J 1W0

53. Mr. Neil Blackwell, President
Central Mountain Air Ltd.
PO Box 988
Smithers, B.C.
V0J 2N0

54. North by Northwest Tourism Association
3840 Alfred Avenue
PO Box 1030
Smithers, B.C.
V0J 2N0

55. Donna Hall, Director
Asmith Diamond Drilling Ltd.
Box 47
Atlin, B.C.
V0J 1A0

56. Brent Labonte
Junction 37 Services Ltd.
PO Box 67
Watson Lake, Yukon

57. Ernie Jamieson
Watson Lake Bus Lines Co.
PO Box 469
Watson Lake, Yukon
Y0A 1C0

58. Marilyn J. Reid
British Columbia Coalition of the Disabled
211-456 West Broadway
Vancouver, B.C.
V5Y 1R3

59. Mr. Brad Gibson
Fort St. James Rd. Users Safety Committee
c/o Canadian Forest Products Ltd.
Fort St. James Division
PO Box 254
Fort St. James, B.C.
V0J 1P0

60. Mayor Willaim Gilgan
Box 570
Burns Lake, B.C.
V0J 1E0

61. Dennis Patrick
Box 760
Fraser Lake, B.C.
V0J 1S0

62. Greg S. Jadrzyk
Council of Forest Industries of B.C.
400-1488 Fourth Avenue
Prince George, B.C.
V2L 4Y2

63. Frank Hynes
CHC Helicopter Corporation
4391 Agar Drive
Richmond, B.C.
V7B 1A5

64. Tri-S
Transport Ltd.
Box 1737
Stoney Plain, Alberta
T0E 2G0

APPENDIX 8.1

The following is a listing of issues which were raised in the submissions presented to the Regional Transportation Planning Committee. Each issue is identified and referenced by submission number.

HIGHWAYS ISSUES	SUBMISSION NO.
Highway 16	
- turn off onto Francois Lake Road (blind turn)	(11)
- All of Highway 16 should be redone	(12) (18) (19) (20) (21) (50) (34)
Sections specifically identified	
- Engen to Enchako	(12) (18)
- Meanwhile Corner	(18) (18) (21)
- Hagman Hill/Corner	(18)
- Traffic lights Hwy. 16 & Butler/Benson	(16) (18)
Hwy. 16 & Tweedie	(16)
- sidewalks for Hwy. 16 at Houston	(16)
- resurfacing Hwy. 16 in Houston	(18)
- 3 lanes from Bridge to Buck Flats	
- curbs, sidewalks from Bridge to Nadine Avenue	(18)
- eliminate overhead wiring	(18)
- ornamental lighting	(18)
Highway 16 - intersections (4 identified)	(20)
- 4 areas where accidents frequent requests study	(20)
- Carnaby crossing	(21)
- Suicide Corner	(21)
Highway 16 -Smithers	
- Eliminating level rail crossing	(24)
- improve visibility	
- dangerous corners and add passing lanes	
- Telkwa road junction	(24)
Highway 27 - Vanderhoof to Fort St. James	(45)
Highway 37	
- upgrade	(16)
- eventually pave	(18) (19) (21) (25) (27) (28) (29)
- areas requiring immediate attention	(30) (31) (34) (37)
(a) Meziadin to Bob Quinn	
(b) Stikine bridge area	(46) (50)
(c) Dease River Bridge to Yukon border	(56) (57)

	SUBMISSION NO.
Atlin Highway	
- engineering study of entire 52 km. of Atlin Highway	(36) (37) (39) (41) (42) (43) (35)
- minor realignment, rebuilding and resurfacing of the roadbed over the next three years	(36) (37)
- chipseal by 1992	(36) (37)
- Yukon and B. C. Government work on agreement for improving first 10 miles of Alaska Highway	(39)
- Chipseal - all core streets of Atlin	(39)

NEW ROADS	SUBMISSION NO.
Houston - Kitimat	(16) (18)
Cross Town Link (Houston)	(18)
Granisle Cut-off call for impact study	(51) (52)
Back road to Smithers	
Building of an all-weather road between Atlin and Dease Lake	(30)
Anahim	(49)
Telkwa Pass to Terrace	
Francois lake to Tchesinkut Lake	

RESOURCE ROADS	SUBMISSION NO.
Road to park at end of X-Cal Mine	(1)
Narcossi Road upgrade Public road	(1)
Mackenzie Highway-	(1)
North Road - jurisdiction	(1) (2) (4) (5)
- development and upgrading	
Bridges need upgrading	(3) (4) (6)
Milligan Mines	(1) (3) (5)
- build 10 miles to site	
Relocate Tachie Road outside Pinchi Indian Reserve	(2)
- Cheni Mines	(1) (4) (47)
Anahim	(9)
Road north shore of Francois Lake	(10)
- link Fraser Lake/Endako with Burns Lake via Tchesinkut	
Upgrade and maintain road from Babine Lake Road north to Fort Babine and Nilkitkwa Lake	(24) (51) (52)
A permanent road linking the Telegraph Creek and Atlin areas would greatly benefit the future development of the north	(38)
Road north of Fort St. James tie Village of Mackenzie and John Hart Highway	(45)
Northwest Forestry access road from Fort St. James to Lev Creek be extended to Takla Landing Village	(45)
Leo Creek Forestry Road extend to Takla	(2)

RURAL ROADS/SECONDARY ROADS	SUBMISSION NO.
- importance of rural roads	(1) (50)
Stone Bay Road	(5)
Surprise Lake Road (Atlin) - major resurfacing - Warm Bay Road requires widening and improvement	(36) (37)
Tachie Road upgrade	(59)

BRIDGE	SUBMISSION NO.
Build a bridge across the Telkwa River upstream and tie into Tatlow Road	(24)
Pine Creek Bridge (Warm Bay Road) is a safety hazard	(36) (37)
Bridge across Bulkley and Telkwa	

AIRPORTS	SUBMISSION NO.
Fort St.James	
- upgrade road to airport	(1) (2) (3) (5)
- develop to medivac standard	
- lenthen permanent on air strip	
Airport - design and construct drainage system NDB	(6)
- Develop to Medivac Standard	
Fraser Lake	
- pave airport	(8) (12)
- road to Airport	(8) (12)
- medivac standard	(12)
- ATAP Priority lists	(12)
Houston	
- Beacon installation	(16)
- Medivac standard	(18)
- air navigation aids	(18)
- Road access from Highway 16	(18)
- Airport Signage	(18)
- ATAP support	(18) (21)
Smithers	(19) (24)
- runway extended	
- navigational aids	
- ceiling lowered	
- East/West transport network	(21) (53) (54)
A-initiative	(19)
- need for the development of a mechanism to ensure airports in the area receive on-capital support for information and training required to operate and maintain an airport to certification standards	
Customs Office pilot project	(21)

Dease Lake	SUBMISSION NO.
- maintenance program	(27)
- lights (?)	
Atlin	(36) (37) (40)
- NDB	(41)
- runway lights	
- weather station	
- pavement of runway	
- cost effective lighting systems which small communities could handle	(50)
- East/West connectors	(54)
Burns Lake	
- support ATAP	(60)
- maintenance and operation	
Topley Landing/Granisle area airport request	(62)

Float Plane Terminals	SUBMISSION NO.
Atlin Dock facilities for floats	(36) (37)
Vanderhoof	(6)

Rail	SUBMISSION NO.
- That BCR northwest of Fort St. James be be reopened	(18) (3) (19)
- Dease Lake extension	(27) (30)
- gates at train crossings	(16)
- Houston serious safety concern with parallel route the highway and railway have through the municipality	(18)
- reduction of CNR service	(18)
- Highway 16 should have a railway grade separation program to eliminate level crossings	(19)
- VIA Rail market and improve system - use bud cars	(21) (54)
- Railway from Quesnel to Kitimat	(48)

Ferry	SUBMISSION NO.
- necessity of Francois Lake Ferry	
- against the imposition of tolls on the ferry	
- support for Kitimat port facility	
- overloads on ferry at Francois Lake and ferry service to/from Vancouver Island and Queen Charlotte Islands	(50)

INITIATIVES	SUBMISSION NO.
Resource Road	
- jurisdiction/coordination	(1) (2) (4) (10)
- access	(1)
- maintenance	(16) (63)
* detrimental impact of resource roads which feed into municipal roads	(18)
One Management for transportation system	(4)
Transport routes which pass through communities (funding)	(5) (63)
Testing and training of truck drivers (logging)	(5)
Waste tansportation on Highway	(61)
No change wanted in Resource Road policy	(15) (63)
Motor vehicle testing	(16)
Signage	
- identification for tourists	(16)
- to Airports	(18) (19)
Highway maintenance	(16)
- quality	
Reduced airfair and/or rebate for family members accompanying individuals who travel out of the region for medical treatment	(17) (29)
Extra costs of students travelling to athletic events from Cassiar	(29) (41)
Transportation corridors through various communities require improvements (Burns Lake, Telkwa, Smithers)	(19)

INITIATIVES	SUBMISSION NO.
All funds for road construction and maintenance should fall under Ministry of Transporation and Highway budget to provide coordination and expenditures of funds	(19)
Steps be taken to protect highway rights-of-way in the long term to neclude expropriation	(19)
Tourism Circle routes	(19)
Classify and analyze roads outside the provincial highway system to establish a funding program to upgrade and maintain these at an acceptable level to ensure that emergency alternate roads are always available in the event of natural disasters	(19)
Truck routes to bypass communities Smithers	(20)
Road Design widen shoulders	(20)
Relationship between business and transportation modes, specifically added costs associted with freight and air delivery of goods and noted the impact these costs have in business failures and successes	(29) (30) (31) (32
High cost of freight	
High cost of transporting children who must attend school out of their home area	(33) (41)
Effects transportation has on medical systems and training	(35)
Evaluation of Highways Maintenance Spending in Highways and Maintenance Responsibility for Highway Maintenance and Construction - $0.01 litre tax	(44)
Privatization	(44)

INITIATIVES	SUBMISSION NO.
Transportation for the Disabled	(58)
Inventory of forestry roads	(60)
Process of Planning	
Planning and Tendering	(B.C. Road Builders)
Funding How do you pay for it all Sources and reality	

OTHER	SUBMISSION NO.
Tatlow road preserve the area for wildlife	(26)